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## Telegrams.

### THE PLAGUE.

#### DIVERSION OF FUNDS.

["SHUNG PO" SERVICE.]

Peking, March 14.

The plague has completely disappeared from Peking.

The Board of the Interior proposes to divert the funds sanctioned for plague measures to the Medical Association.

The President, at the Sanitary Board yesterday, said that the papers had been circularised so that they might know the present condition of the plague in the north. He had nothing further to add. The last information was that Taku and Tientsin had been declared infected ports. However, he understood that the Siberian mail was going through again and that first and second class passengers were no longer subjected to quarantine.

The plague epidemic having entirely disappeared from Kwantung province, the authorities at Shanghai and Kioochow no longer regard Dairen as a plague-infected port, but, says the "Mainichi" correspondent at Dairen, vessels from Dairen are still invariably subjected to a few days' quarantine detention at Chefoo, which port is under Chinese jurisdiction. As a result shipping circles at Dairen have made arrangements not to send their vessels to Chefoo for the time being, and have made the intermittent services to Weihai-wei regular runs.

Passengers from Europe to Peking via Siberia are now subjected to medical inspection only at Mukden and Shanhaikwan on the Peking-Mukden Railway, the quarantine detention to which they have hitherto been subjected having been abolished. In response to a request by the Japanese Minister to China, it has also been decided to accord similar treatment to passengers bound for points south of Mukden from Japan and Shanghai, and those bound for Peking from Korea.

### FISHING COMPANY FORMED.

["SHUNG PO" SERVICE.]

Peking, March 14.

The Commercial Fishing Company has been started in Fukien.

### PRINCE CHING IMPEACHED.

["SHUNG PO" SERVICE.]

Peking, March 14.

Prince Ching has been impeached for failing to perform his duty and losing China's prestige.

The Prince Regent intended to send a deputy to investigate the whole matter, although one of the Grand Councilors strongly objected to the idea.

The matter has now, however, been dropped.

## Telegrams.

### MACAO.

#### SEVERAL WIRES DESPATCHED.

["SHAT PO" SERVICE.]

Peking, March 14.

The Board of Foreign Affairs has received several telegrams regarding the Macao delimitation questions.

The course likely to be taken in the matter has not been decided.

["SHUNG PO" SERVICE.]

Peking, March 14.

His Excellency Chang Ming Chi, the Viceroy of Canton, has telegraphed to Peking for the third time for instructions, as he is at a loss to deal with the Macao delimitation questions.

A meeting was held at the Board of Foreign Affairs to consider the matter but no decision has been arrived at.

#### TRANSFER OF VICEROYS.

["SHAT PO" SERVICE.]

Peking, March 14.

It is reported that the Viceroys of Chili and Nanking will be transferred.

#### CHINA'S VOLUNTEERS.

["SHAT PO" SERVICE.]

Peking, March 14.

The Grand Council has telegraphed to the Shanghai Taotai urging him to investigate into the objects of the Volunteer Corps, which was organized by the Commercial Union.

### NATIVE RISING IN YUNNAN.

#### TROOPS DESPATCHED.

["SHAT PO" SERVICE.]

Peking, March 14.

The Peking Government has telegraphed to the Governor of Kwangsi to send troops to suppress the native risings in Yunnan.

Owing to the continued obstinacy of the Viceroy of Yunnan, the Grand Council intends to remove him.

## Telegrams.

### RUSSIA AND CHINA.

#### PLANS FOR THE MONGOLIAN RAILWAY.

["SHUNG PO" SERVICE.]

Peking, March 14.

The Chinese Minister at St. Petersburg has telegraphed to Peking stating that the Russian people are secretly considering plans for the construction of the Mongolian Railway.

He urges the Central Government to have the route of the proposed railway drawn up, so as to prevent the Russian plan being carried out.

Peking, March 14.

According to the old treaty, Russia is allowed to station a number of soldiers in Kulum and Heilungkiang for the protection of the Russian merchants. These soldiers have now increased two fold.

The Board of Foreign Affairs has lodged a protest with the Russian Minister at Peking, but up to the present no reply has been received.

London, Mar. 6.—Dealing with the fact that in the notification sent to Russia in reply to the recent Ultimatum China did not press for the revision of the Russo-Chinese Treaty of 1881, the "Times" correspondent at Peking expresses the opinion that this was due to China's fear that Japan might demand similar privileges in South Manchuria to those stipulated in the Agreement between Russia and China. The correspondent adds that certain influential persons have openly declared that it is Japan that instigated Russia to take this step in order to strengthen her position.

London, Mar. 6.—The Tientsin correspondent of the London "Times" reports that the Chinese Government has notified the Russian Government that it does not wish to revise the Ili Treaty of 1881. This sudden change in the attitude of the Chinese Government is due to the suspicion it entertains regarding the attitude of the Japanese Government towards the difficulty between Russia and China, and also to a fear that, if the Treaty be revised, Japan and all other Powers will certainly demand similar commercial privileges to those obtained by Russia in the new Treaty. Recent events show that the policies of Japan and Russia in Manchuria do not seem to be so much in accord as had been anticipated.—"Jiji"

## AVIATION AT SHATIN.

### DETAILS OF THE THREE DAYS PROGRAMME.

By the courtesy of the Far East Aviation Co., (Messrs. Arndt and Co.), we are able to publish the full details of the programme of the aviation meeting which begins on Saturday at Shatin. As will be seen from the advertisement in our columns, on the first day Mr. Charles Van den Born opens his flights—the first in Hongkong—with a dipping salute to H.E. the Governor. Then follows an exhibition of diving from a height. This is a daring feat, and gives onlookers the impression that the aviator is about to sustain a dangerous fall. A Chinese passenger will next be taken up by the airman, and after that an officer of the garrison will accompany Mr. Van den Born. The last event of the first day will be a passenger promenade above the Bay.

On the second day Mr. Van den Born will first give an interesting exhibition of the uses of the aeroplane in warfare. With an officer again as passenger, bombs will be dropped from the aeroplane on to various designs below, one representing the outlines of a battleship. Secondly, the aviator will go through a variety of movements, including figures of eight, circling right and left and planing to the ground. At 3 p.m. he will ascend to a height of 600 feet, stop the motor and then glide to the ground. An exhibition in control will follow, the aviator ascending and returning to the same spot. Two flights with passengers will conclude the day's programme.

On Monday the strength of the machine will be tested, a flight with a passenger weighing 200 lbs. opening the proceedings. After that the aviator will attempt to rise from the ground within 200 yards of his starting point. After that will come the "lottery flight." Every visitor holding a ticket will receive a number, these will be raffled, and the winner will be entitled to a free ride with Mr. Van den Born. The winner can transfer his right to fly, or postpone it until the following day. Exhibition flights—sharp curves, circling, dipping, diving, planing—will then follow, and the meeting will conclude with two passenger flights.

The aeroplane may be inspected from 9 to 11 a.m. on the 18th, 19th, 20th and 21st. Photographers must obtain permission to take "snaps" of the machine.

We publish to-day a photo of Mr. Van den Born, ready for his flights, when in Saigon. It is interesting to note that "Bud" Mars and Mr. Van den Born used Pratt's motor spirit, as supplied by the Standard Oil Company. They have never had any trouble with it.

## Telegrams.

### FRENCH COMMISSIONER.

#### ARRIVES AT TIENTSIN.

["SHUNG PO" SERVICE.]

Peking, March 14.

The French Commissioner despatched for the consideration of educational and frontier questions, arrived at Tientsin yesterday.

### ECONOMY IN PEKING.

#### EXPENSES TO BE CURTAILED.

["SHAT PO" SERVICE.]

Peking, March 14.

The Grand Council, in considering the estimates of the budget, intends to remove all superfluous officials, in order to curtail the expenses.

### CONQUEST OF THE AIR.

#### CHINA CURIOUS.

["SHUNG PO" SERVICE.]

Peking, March 14.

Prince Tao intends to send a military officer to Shanghai to inquire into the uses of an aeroplane.

## Telegrams.

### RESTRAINING THE CHINESE.

["SHUNG PO" SERVICE.]

Peking, March 14.

The Army Board has issued a proclamation prohibiting the people from organizing corps for the Imperial Body Guards.

### QUEUELESS STUDENTS.

["SHUNG PO" SERVICE.]

Peking, March 14.

The Superintendent of the schools at Hupoh has issued a proclamation ordering the students to grow their hair again under penalty of expulsion.

### CHOSEN.

#### GOVERNOR NOT TO HAVE ANY LEGISLATIVE POWERS.

["INDEPENDENT NEWS" AGENCY.]

Tokio, March 15.

The Governor of Chosen (Korea) is not to have legislative powers.

A bill involving the post facto consent of Parliament to any legislative measures the Governor might deem fit to pass, was agreed to by the Upper House a few days ago, but on coming before the Lower House yesterday it was summarily rejected.

## Telegrams.

### JAPANESE SUFFRAGE.

#### GENERAL BILL IS APPROVED.

["INDEPENDENT NEWS" AGENCY.]  
Tokio, March 15.

The General Suffrage Bill, which passed the Lower House the other day, was approved at a meeting of the Committee of the Upper Chamber yesterday.

### "THE FOLLIES."

As was anticipated, a good house assembled at the Theatre Royal last night to see and hear the "Follies" on their return from the Philippines. The fun throughout the evening waxed fast and furious, the audience showing their appreciation by being decidedly demonstrative. Once or twice during the evening the redoubtable "Henry" sent a convulsive thrill through the house by impromptu jokes at the expense of a member of the audience, whose risible faculties seemed to be irrepressible. The programme which was presented last night had already been enjoyed before but there is a charm about Mr. Pellissier's selections combined with the performance of the "Follies" which invests the pieces with perennial freshness and precludes the possibility of tiring of the selections. The burlesque of a London East End music-hall was screamingly funny. It is seldom that a combination of such all-round merit as the "Follies" comes our way.

### HOME POLITICS.

#### OLD AGE PENSIONS.

London, March 5.—In the House of Commons Mr. Hobhouse, the Under-Secretary of Finance, has reported that as the result of the working of the Old Age Pension Act, the burden on the local self-governing bodies has been reduced to the extent of £1,500,000 sterling.













## Intimations.



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Hongkong, 7th July, 1910. [23]

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Address.

Ordinary business communications should be  
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The Editor will not undertake to be responsible for  
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cents (for cash only).

The object of this paper is to publish  
correct information, to serve the truth  
and print the news without fear, or  
favor.

THE  
Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 15, 1911

## REVERSING THE MIRROR.

The somewhat startling news  
has reached Hongkong of the  
establishment at Paris by  
Chinese of a factory, equipped  
with Chinese made machinery,  
manned by Chinese and dealing  
with Chinese products. The  
factory produces semi-artificial  
food something like the nutritive  
pills of the late Professor Berthelot,  
and is established on a very  
firm financial basis, no less a sum  
than £80,000 having been sub-  
scribed by the promoters. The  
principal spirit in the concern is  
a young Chinese named Li Yu  
Ying, who is an expert chemist,  
engineer and scientific farmer,  
and a former student of the  
Pasteur Institute. Two of our  
Chinese workmen were sent from  
Tientsin to Paris, and the number

of all others which they are ex-  
tracting is said to be  
astounding. They include milk,  
chocolate, oil, jellies, flour,  
bread, biscuits, cakes, sauces and a  
variety of vegetables, all of an ex-  
ceedingly nutritive and pleasant  
nature. This is showing the  
world the reverse of the mirror  
and carrying the commercial war  
into the camp of the West with a  
vengeance! We have become so  
accustomed to thinking of China  
as a country with little initiative  
and less organising ability that  
it is with almost a shock that we  
realise such a concern as that now  
flourishing at Les Valles, and its  
success should certainly have the  
effect of turning our thoughts  
seriously to what must now be  
recognised as the imminent en-  
trance of the Chinese into all com-  
mercial competition. We must  
re-focus our mental vision in the  
light of this food-factory, for it  
is a symbol of the great change  
which is taking place at our  
doors. Perhaps the most striking  
feature in connection with the  
factory is that machinery of  
Chinese manufacture and inven-  
tion is employed, for it is  
generally recognised that it is  
machinery that China most  
urgently needs. If she is capable  
of inventing and turning out that  
necessary for such work as is  
being done at Les Valles, we may  
be sure that she will not long be  
dependent on the importer. We  
must all welcome this indication  
of Chinese ability, commercial  
acumen and initiative, but, at the  
same time we must not lose sight  
of the fact that it is a lesson to us  
of the necessity, as we have said,  
of readjusting our views with  
regard to progress in our great  
neighbour.

## PLAGUE AS A FRIEND.

The plague which recently  
ravaged North China was regard-  
ed, we are safe in saying, by one  
and all as a terrible visitation. It  
is rather startling to read of it  
being hailed as the friend of man.  
This has been done by a writer in  
a contemporary. After expressing  
the opinion, which the facts prove  
correct, that medical science would  
"knock it out in the second round,"  
the writer goes on to point out  
that such a result, fortunately,  
would not have been attained in  
the days of old. For instance, one  
single plague wiped out between  
a third and a half of the popula-  
tion of Europe—and it was only  
one plague among many, though  
it was one of the worst. These  
great extirpations of the  
human race have their uses, as we  
must admit after studying the  
following facts. Last century the  
people of England discovered how  
to fight epidemics with a certain  
amount of success, and in that  
century the population of Eng-  
land and Wales increased from  
something like 8,000,000 to  
32,000,000. In other words dur-  
ing a single century the country  
raised four times as many people  
and that despite heavy emigra-  
tion as in any century of which  
we have records. If sanitation  
and medical science had been as  
perfect in the reign of Edward  
the Confessor, when the popu-  
lation was supposed to be only  
2,000,000, and if the birth-rate  
had been at the same level as  
now, England would now have  
512,000,000 inhabitants, which  
would have been a wild absurdity.  
It would mean more than  
8,000,000 people to the square  
mile, or 10,000 to the acre! Had  
it not been for the various  
plagues of the Middle Ages we  
would now be paying ten  
shillings a crumb for bread,  
—that is, provided we could  
find space in which to bake  
it. Looked upon in the light  
of these figures we must re-  
gard plague as the kind but

severe schoolmaster who punishes  
us for our own good, and cer-  
tainly it is difficult to realise how  
man will deal with the enormous  
problem of increasing and over-  
whelming population which con-  
fronts him if some such visitation  
was not periodically possible.  
The growth of medical science is  
so great that we may look forward  
to the banishment of all sickness,  
but if our birthrate keeps up, this  
will literally "improve" us off the  
face of the earth, since the earth's  
capacity for supporting life is  
limited. We are not Malthusians,  
but that economist seems to have  
foreseen the day when man will  
be packed as close as sardines and  
to have preached his gospel re-  
cordingly. It is paradoxical, but it  
would appear to be a fact that  
longevity and practical immunity  
from sickness would in time make  
life impossible.

HONGKONG DAY  
BY DAY.

Miss Eva Gauthier, the talented  
Canadian contralto, will give a  
concert here shortly.

The U.S.S. Samar was expected  
to arrive at Hankow on the 5th  
inst. to relieve the Villalobos.

H.M.S. Britomart was to leave  
Hankow on the 6th for Shanghai  
en route to Hongkong, where she  
will be installed with wireless  
telegraphy.

Baron Munster, the German  
Ambassador, was expected to leave  
Tokyo for home on the 11th inst.  
His successor, Count Rex, will  
arrive at the capital on April 1st.

On the 3rd there were three  
gunboats in Hankow, namely, the  
Kinsba, the Cadmus and the  
Nightingale. The Clie left for  
down river on the 3rd.

Dr. Willoughby, fifty years old,  
said to be a son of the late Lord  
Willoughby de Eresby, was  
burned to death at the Kanagawa  
Institute Asylum, Yokohama, on  
the 6th.

The Standard Oil Company  
have been successful in securing  
land on the British Concession,  
Kowloon, and there intend to  
erect residences for the staff, gar-  
dens, offices, etc. The plot is  
excellently situated, and lends  
itself to the erection of imposing  
buildings.

The Hon. Treasurer of the Alice  
Memorial and Affiliated Hospitals  
begs to acknowledge with thanks  
the following donations to the  
funds of hospitals:—Butterfield  
and Swire, \$100; Jardine Mathe-  
son and Co., \$100; E. D. Sassoon  
and Co., \$100; D. Sassoon and Co.,  
\$100; Raiss and Co., \$100;  
Arnhold Karberg and Co., \$50;  
Carlowitz and Co., \$50.

The Peking correspondent to  
the "China Critic" writes:—I  
learn that, last Saturday, a limited  
Company has been constituted  
for the purpose of publishing a  
purely foreign paper in Peking.  
A first-class plant is to be or-  
dered from Europe and, besides  
the printing of the paper, job  
printing is to be catered for and  
a well assorted stock of stan-  
dard stationery will be kept. Decidedly  
a much-needed innovation, es-  
pecially as it seems that a book-  
selling department is to be added  
also.

The development of the pro-  
vinces of the Mekong valley con-  
tinues to be discussed in the Press  
of French Indo-China. On the  
subject of the railway, the con-  
sensus of opinion seems gradually  
coming to be that France should  
make her own railways in her own  
territory and let Siam do the same  
in hers. In any extension of her  
railway system to the East, says  
the "Bangkok Times," Siam is of  
course strictly bound by the pre-  
visions of the Treaty with France,  
and will arrange with the Govern-  
ment of that country with regard  
to the personnel and the capital  
required, so far as they are not  
exclusively Siamese.

Mr. N. K. Davidson, manager  
of Wilson's water factory,  
and an old resident in the Far  
East, returned to the colony  
yesterday after undergoing an  
operation at home.

There arrived in Singapore, on  
the 6th, the steam-trawler Gwalia,  
formerly of London, but now the  
property of Japanese owners, to  
whom she has been sold. She is  
a craft of 110 tons, and is on her  
way to Kobe.

At the annual meeting of Messrs.  
Fraser and Neave, Ltd., Singapore,  
the Chairman proposed that a  
dividend of 15 per cent. and a  
bonus of 5 per cent. or together  
20 per cent. on the old capital of  
the Coy. (making with the interim  
dividend paid in November last  
33 per cent.) be paid, absorbing  
\$45,000.

The ss. Conch (Captain Scott),  
went into Kowloon Dock to-day  
for repairs. It will be remem-  
bered that some days ago she struck  
something in the fairway behind  
Stonecutters, and it is believed  
that it must have been a capsize  
junk, loaded with stone. Some  
damage was sustained, as the  
vessel was leaking.

The presentation of prizes to  
successful competitors at the  
annual prize meeting of the  
C.F.S.R.A. will be made by Major-  
General C. A. Anderson, C.B., at  
4.30 p.m. on Saturday, the 18th  
instant, at King's Park Range.  
The "Affinity" competition will  
take place at 2.30 p.m. on the  
same date.

Two more cases of possession of  
illicit opium are being prosecuted  
by the local police, says the  
"Pork Pioneer." This forth of  
crime seems to be very frequent,  
and is quite a commentary on the  
great moral idea of the purification  
of the Chinese by reducing his  
allowance of opium. Restriction  
has rarely proved efficacious and  
already the increased price and  
restricted output is leading to  
increased illicit trading.

NEWS FROM THE  
NORTH.

A certain native engineer of  
Hupoh, in the Hankow arsenal,  
bought from Germany last year  
two guns of the latest pattern  
capable of discharging 1,000  
cartridges per hour. After a  
time, to his own satisfaction, he  
made a number of guns himself  
of a type similar to those he had  
ordered from abroad. Owing to  
friction with the foreign chief  
engineer, the native inventor was  
compelled to resign. To carry  
his efforts further, he has now  
succeeded in manufacturing guns  
capable of discharging 10,000  
cartridges per hour. He has  
been offered the sum of £16,000  
by a number of Chinese merchants  
for the sale of his rights to them.  
The capabilities of the guns have  
been tested and found to be satis-  
factory.

A peculiar sickness is raging  
in Peking at the present moment.  
The symptoms can only be detect-  
ed by the red colour in the faces  
of the victims. A large number  
of the Imperial Guards are laid  
up with this complaint. The  
disease is known as the "red  
monkey" disease.

It is reported that the Peking  
Government intend to send a de-  
puty to negotiate a big loan from  
four foreign countries for the de-  
velopment of the Three Eastern  
Provinces. The object of this loan  
is to get the countries interested  
to come forward, and thus pre-  
vent China from losing Man-  
churia.

A few days ago, an European  
school master and a lady went  
out shooting in Hupoh, with some  
hounds. On the way the hounds  
were barked at by some Chinese  
dogs and a fight ensued. The  
European opened fire at the  
Chinese dogs, but missed his  
aim, and the bullet struck a small  
Chinese boy in the head. In a  
state of excitement the Chinese  
threatened to kill the foreigners,  
and the police had to interfere.  
The boy was taken to the hospital  
in a dying condition. The boy's  
father, a Taoist of the place, re-  
ported the matter to the Viceroy.  
It is reported that the Viceroy has  
written to the Consul responsible  
for the offender to have him  
overly punished.

## SUPREME COURT.

IN ORIGINAL JURIS-  
DICTION.

The native administration suit  
in which Pang Chung Tong sued  
the administrators of the estate of  
Pang Sai Kai deceased, came on  
again on adjournment before the  
Chief Justice this morning.

Mr. M. W. Slade, K.C., instructed  
by Mr. Bulmer Johnson, was  
for the plaintiffs. Mr. Eldon Pot-  
ter, instructed by Mr. F. X.  
D'Almeida, appeared for the first  
defendant, and Sir Henry  
Barkley, K.C., instructed by Mr.  
O. Wilson, was for the second  
defendant.

In answer to his Lordship on  
the question of the nature of the  
relief sought for, Sir Henry said  
that his clients had been made  
parties to the present action.  
They were preparing to bring  
an action themselves, in fact to  
start an "original" suit, when  
they were subjoined. If  
Counsel had the Lordship's per-  
mission he would file a counter-  
claim.

His Lordship gave leave for a  
counterclaim to be filed.  
The widow of the deceased was  
then cross-examined by Mr. Slade  
at some length. Pressed on a  
particular question by Counsel,  
witness exclaimed:—"What do  
women know anyhow?"

Mr. Slade abruptly sat down.  
Other witnesses were then ex-  
amined.

## IN SUMMARY JURISDICTION.

In the Summary Jurisdiction  
Court this morning before Mr.  
Justice Hazlewood, See Wo sued  
Cheung Cheung alias Cheong Sin  
Ho of 31, Canton Road, for \$69.90  
for goods sold and delivered. Mr.  
Golding appeared for the plain-  
tiff. Defendant did not put in  
an appearance. Proof of service  
having been given, his Honour  
gave judgment for the plaintiff  
with costs.

Ip Ching Ng sued the same  
defendant for \$100, being for  
money lent. Mr. Dixon appeared  
for the plaintiff. Defendant did  
not appear. On proof of service  
being given, his Honour gave  
judgment for the amount claimed,  
\$100, and \$12.40 costs.

## FIRE INSURANCE.

PROTEST BY THREE  
FIRMS AT SHAMEEN.

(The "Telegraph" Correspondent.)  
Canton, March 15.

Messrs. Butterfield and Swire,  
Carlowitz & Co., and Reuter  
Brookmann have communicated  
with their respective Consuls at  
Shameen regarding the scan-  
dalous methods employed by the  
Chinese in obtaining money in  
respect of fire insurance.

In their communications they  
state that at the close of last year,  
many cases of arson came to their  
notice, as the houses which were  
burnt down had been insured with  
them. The three firms request  
the Consuls to refer the matter to  
the Canton Viceroy in order  
that the local authorities of the  
places where such practices have  
been common, may institute en-  
quiries and bring the culprits to  
justice.

The Consuls accordingly have  
written to the Canton Viceroy on  
the subject, and His Excellency  
has instructed the Taoist of  
Constabulary to notify the fire  
brigades to draw up a list of re-  
gulations.

His Excellency, however, thinks  
that the fire insurance offices  
should not grant policies on pro-  
perty outside the limits of treaty  
ports and he asks the foreign Con-  
suls to notify their nationals to  
this effect.

## THE BIGGEST PORT.

A discussion has been going on  
in the home papers as to which of  
the great shipping ports of the  
world is the biggest.

Several declared that Hamburg  
had outdistanced London, but  
the "Mail" explodes this fallacy  
by pointing out that whereas the  
German reckoning clearance and  
entrances together, London reck-  
ons only entrances.

The correct figures for 1909  
are these: London, 18,376,000  
tons; Hamburg, 12,184,000 tons;  
Antwerp, 11,940,000 tons; Liver-  
pool, 10,914,000 tons; Rotterdam,  
9,650,000 tons; Madrid, 9,143,000  
tons.

The shipping trade of the port  
of London increases at more than  
twice the rate of the shipping of  
the whole German Empire.

## LICENSING BOARD.

THIS AFTERNOON'S  
MEETING.

A meeting of the Licensing  
Board was held this afternoon at  
the Council Chamber, the Hon.  
Mr. W. Brown presiding. The  
other members present were  
Messrs. A. Shelton Hooper, A.  
M. K. Nio, Hon. Mr. A. M. Thom-  
son, Hon. Mr. E. Osborne, and T.  
F. Hough, with the acting sec-  
retary, Mr. P. H. H. Craig.

An application was considered  
of transferring the Hongkong  
Hotel licence from A. F. Davies to  
J. H. Taggart.

The application was granted.

## LOG BOOK.

## THE CHINO-SIAM S. N. CO.

On the 28th, the case in which  
Piya Ratsadi, Luang Riddhi,  
Luang Chit Chamnong, and  
Luang Phinit petitioned the Civil  
Court, Bangkok, to wind up the  
Chino-Siam Steam Navigation  
Co., was down for hearing. The  
cause alleged for the petition was  
that the Company had not carried  
out certain provisions in accord-  
ance with the terms of their  
charter.

The case was withdrawn by the  
plaintiffs, and, at the same time,  
another action in which the Com-  
pany sued the Chino-Siamers  
Bank for Tes. 5,000 damages for  
wrongfully dishonouring a cheque  
was also withdrawn as part of the  
same settlement.

The irregularities mentioned in  
the first petition were alleged to  
have occurred when the Company  
was first formed. Recently a new  
board of directors was appointed.  
Mr. S. Brighthouse appeared for  
the petitioners and Mr. A. E.  
Baguley for the Company.

The German steamer Hilary  
arrived in Nagasaki recently from  
Kobe and was transferred to the  
Fukagawa-Unyu-Kaisha, of Saga.  
She is of 1,276 tons net, and was  
built in 1889.

The British steamers Indrami  
and Indrapura, both well-known  
in these waters, of about 8,000  
tons deadweight capacity each,  
have been sold through Messrs.  
Samuel Samuel and Co., Ltd., of  
Kobe, and will be shortly trans-  
ferred to the Japanese flag.

The result of the withdrawal of  
the petition for the compulsory  
winding up of the Chino-Siam  
Steam Navigation Co., has been  
the re-chartering of the steamer  
Childar, Haldis, Halvard and  
Drufer for a period of twelve  
months at \$100 more than the  
ships received for the previous  
twelve months, says the "Bang-  
kok Daily Mail." Negotiations  
are proceeding for the re-charter-  
ing of the steamer Thordis also.

The Seang Company, a Chinese  
firm of Rangoon, who own the  
"Glenogle" and the "Seang  
Boo," running in the coolie trade  
between Rangoon, Ponnang, Singa-  
pore, and China ports, has just  
acquired from the Bibby line an-  
other steamer which has been  
named the "Seang Choon."

We understand (says a Bang-  
kok paper) the s.s. Prominent is  
not re-chartered by Messrs. Joo  
Seng. Her charter expires with  
this voyage. The ship has been  
chartered by the China Merchants  
Co. of Shanghai and on her voyage  
thither she will call at Singapore  
for a cargo of wood to her port of  
destination.

The end of February began with  
a little more activity in the Bang-  
kok shipping trade. Freight to  
Hongkong increased and three  
new steamers arrived on charter  
for a voyage each to carry cargoes  
to Hongkong. They are the  
British s.s. Hopsanz which has  
been chartered by Messrs. the  
Siam Forest Co., the Nor. s.s. Uly-  
sses chartered by Messrs. Koh Mah  
Wah & Co., receiving \$28 cents  
per picul and the Nor. s.s. Loyal  
which received \$25 cents per  
picul.

Mr. J. O. Power, acting chief  
accountant of the Chinese section,  
Canton-Kowloon railway, is pro-  
ceeding to-morrow afternoon by  
the Anhui to Nanking to take up  
the position of chief accountant  
on the Tientsin-Pukow Railway  
(southern section). He has been  
in Canton for two years.

DISSOLUTION OF WELL-  
KNOWN CHINESE  
CONCERN.

## SHIPS TO BE AUCTIONED.

We understand that steps are  
in progress to wind up the well-  
known and long long-established  
business of Messrs. Wee Hin and  
Co., of 100 Market St., as at pre-  
sent exists, says the "Straits  
Times." The firm have been for  
many years large steamship, prop-  
erty and rice-mill owners, and  
were also the proprietors of the  
Central Engine Works which,  
it is stated, have been disposed of  
to Mr. J. Hamilton, the manager.  
A private limited liability com-  
pany is in process of forming to  
take over this engineering con-  
cern.

The firm's steamships are large  
vessels plying between Rangoon,  
the Straits and China, mostly in  
the coolie carrying trade. Some  
of them, the Hong Moh, Hong  
Wan, Hong Bee and Glenfal-  
loch, will be sold by auction on  
the 28th inst., or will be disposed  
of privately. Several smaller ves-  
sels, running between Singapore,  
Sourabaya and the Moluccas, will  
also be sold. The Ban Poh Guan  
and the Nam Yung, it is said,  
have been sold to Mr. Chow  
Chong Hing, of the shipping  
firm Hoap Eng Moh, of Telok  
Ayer Street. They will be taken  
over some time this month and  
will be placed on their usual run,  
between the Straits and Java  
ports.

The firm's other property will  
be sold by auction and their rice  
mill at Havelock Road, which is  
at present let to another firm, will  
also be auctioned on the 28th  
inst. A large attendance is an-  
ticipated at the sale of the steamers,  
but it is believed that the part-  
ners will bid for the steamers with  
the intention of placing their  
purchases on the usual run. The  
firm of Hoap Eng Moh, which  
bought the Ban Poh Guan and  
the Nam Yung, is well-known to  
belong to Mayor Qoi T'ong Han,  
of Samarang. With the addition  
of these two steamers, the gentle-  
man referred to will control a  
large shipping business. Some  
years ago, it will be remembered,  
the Tan Kim T'ian line of steamers  
passed into his hands, and latterly  
the Edendale, also belonging  
to Singapore, was bought by him.  
He will now have four steamers  
on the Java run, two on the  
Moluccas run and two large ves-  
sels on the Java, Singapore and  
China run.

## POLICE COURT.

Four boat women were fined  
\$5 each for obstructing the Wing  
Lok Street wharf steps yesterday  
morning, and another was fined  
\$3 for obstructing the southern  
fairway early this morning.

A Chinese was charged with  
breaking into No. 35, Uli Hing  
Lane, and stealing a jacket. The  
culprit was arrested in Spring  
Garden Lane. Case remanded.

A coolie was sentenced to two  
months' hard labour and six hours'  
stocks for the theft of clothing to  
the value of \$10, from a house in  
West Point.

Two men were charged this  
morning with behaving in a dis-  
orderly manner in Kennedy Town.  
It appears that these two men  
went on board a French ship  
lying off Kennedy Town, and  
gambled with the coolies on board.  
They took money from the coolies  
and left. The coolies followed,  
and a row ensued. The case was  
remanded.

Fourteen house owners were  
summoned this morning for not  
limit washing their houses. A  
fine of \$5 each was inflicted.

## BILLIARDS.

The last two games between  
the Hongkong Volunteer Corps  
team and the 87th Company  
Royal Garrison Artillery team  
were decided at the Soldiers'  
Club last night.

The first to play was Capt.  
Lammert, of the Volunteers, and  
Gunner Bridgewater, of the 87th  
Co. The former was in good  
form and won by 57 points.

The next game was between  
Cp. Bullock and Gunner Redge-  
ley. This game was a fine one,  
and resulted in a close finish.  
When the R.G.A. man had scored  
his 250, Bullock was 246.  
The total scores are as follows:  
—Hongkong Volunteers 1902  
points, and the 87th Company  
Royal Garrison Artillery 1668  
points.



## FINANCIAL NEWS.

## THE MONEY MARKET.

Writing from London, on Feb. 9, Messrs. Samuel Montagu and Company state:—

The arrivals of bar gold amount to £700,000, of which £210,000 was utilized for India, and, after providing for the trade, the remainder will be taken by the Bank of England. This week that Institution has not found it necessary to offer any inducement in the price to attract sellers.

The net influx during the week amounts to £733,000; there was no demand for India.

It may be remembered that we stated in our annual letter that the period of the Chinese New Year would be a critical one for silver. As the time approached the market became heavy and dull; but a similar influence which no one could foresee, namely, the spread of the plague in Manchuria, lent emphasis to our warning, and has already determined the crisis. It is, of course, difficult to judge to what extent business is, and is likely to be, affected by it, and for that reason, though the calamity is an undoubted adverse factor in the market, the exact bearing it exerts on the price remains to be seen.

## THE PLAGUE AND SILVER.

But its gloomy character may be recognized at a glance by the following extract from the "St. Petersburg Bourse Gazette." It lifts the veil over one town alone, but taken in conjunction with the increasing gravity of the news received daily from important centres of trade in the region affected, cannot fail to attract the attention of those connected with silver, as it does the sympathy of the general reader:—Chinese soldiers have surrounded the plague-stricken town of Pudzian (Manchuria), and prevent all egress. Some 3,800 bodies have been soaked in petroleum and burned. Hundreds are dying in the fields, where the corpses are eaten by dogs and birds.

Information was received some days back that the deaths in this town averaged 150 a day, and that the population had been already reduced from 50,000 to 41,000. Owing to this plague, sales of silver on China account have been made off and ever since business was resumed after the Chinese New Year. These sales had to be taken by a market far from robust, suffering from undigested stocks and from hope deferred of any serious reduction in the Indian Currency silver reserves—so that, as a consequence, prices commenced to fall heavily. A reaction took place after 23 7/8d. for cash was touched on the 6th instant, principally owing to "bear" covering; but something more than this was required to counteract the depressing influences at work, and the 1/8d. recovered was lost the following day. To-day the price for cash has fallen to 23 11/16d., the lowest price since the 18th of March last year.

## UNEASY MARKET EXPECTED.

Until the plague abates, or silver reaches a point well worthy of the attention of speculators, we refer to a widespread movement and not that of already tired operators,—or the China exchange is forced so low that the Chinese export trade cannot avoid feeling the stimulus, an uneasy market must be expected. It is possible that the plague would have had a less serious effect on silver if it had not broken out at a period other than that when the Soya bean crop—grown in Manchuria—required handling and financing. Currency returns received the day after the date of our last letter showed an increase of half a crore instead of a decrease as might reasonably have been expected. The amount of India Council bills offered for tender next week by the Secretary of State has been reduced to 80 lacs. Both Shanghai and Bombay show an increase in stocks—the former by the equivalent of 970 bars, the latter by 600. A shipment of £80,000 has been made from San Francisco to Hongkong. The quotations to-day for cash and two months are 5s. 8d. and 11s. 10d., respectively below those quoted a week ago.

## ALLEGED FRAUD.

At the Police Court, this afternoon, before Mr. J. R. Wood, Police Magistrate, Lam Pak Leung and Lam Wo were brought up, at the instance of Mr. G. M. Fletcher, Deputy Official Receiver, charged with (1) that the said Lam Pak within two months of an unsatisfied judgment, removed a part of his property, i.e. a sum of \$19,500 with intent to defraud his creditors, the Yee Shun Han-Kee (2) also, that the said Lam Pak knowing that a false debt had been proved by the above mentioned Lam Woo, under the bankruptcy of him, the said Lam Pak failed for a period of one month to inform the trustees thereof.

(3) And also that the said Lam Pak, after a receiving order has been made against him, had not assets available for his unsecured creditors, and for the bankruptcy and administration, amounting together to 25 per cent on the unsecured debts proved in the said bankruptcy.

(4) For that the said Lam Woo aided and abetted the said Lam Pak on different dates at Victoria in removing a portion of the property of the said Lam, that is to say the sum of \$19,500, with intent to defraud the Yee Shun Han-Kee, creditors of the said Lam Pak.

(5) And also that the said Lam Wo, at Victoria, being a creditor in bankruptcy, wilfully and with intent to defraud made a false declaration to the effect that the debtor, Lam Pak, was justly and truly indebted to him in the sum of \$15,500.91.

Mr. H. L. Donny, Sr., Crown Solicitor, prosecuted, and said that as sufficient money had been paid over to the Official Receiver to satisfy the Official Receiver, and meet in full all the creditors of the estate, the Chief Justice had authorised the Official Receiver to withdraw all further proceedings. Counsel thought it right to mention to his Worship that on the 17th January, 1911, the Chief Justice authorised these proceedings against both the defendants, under section 82 of Ordinance 7 of 1891. At the same time the Chief Justice told the Official Receiver that it was not for him to formulate the charges in any way, but that he should consult either the Attorney General or the Crown Solicitor. The charges had been framed by the latter.

The Official Receiver was present in Court, but he had been authorized to withdraw the charge, as the unsatisfied section of the creditors had been satisfied, and sufficient money was forthcoming to satisfy all the other creditors.

His Worship then formally discharged the defendants.

## CAPTAIN E. J. BULLER.

## BODY RECOVERED IN HARBOUR AT CHINWANGTAO.

His many friends will hear with deep regret that no further hope can be entertained in connection with the disappearance of Captain Edward James Buller, of Messrs. Jardine Matheson's s.s. *Oh Sang*. His dead body was recovered from Chinwangtao Harbour two days ago.

The funeral of the unfortunate gentleman took place yesterday in the cemetery at Shanhaikuan, whither the body was brought from the Mining Company's port. It will be remembered that Captain Buller was reported missing from his ship at Chinwangtao about a fortnight ago, and it was even then feared that he had fallen into the water when returning to his ship in the dark. The frozen state of the harbour precluded a thorough search, and it was not until the ice disappeared that the body was recovered.

Captain Buller was in the employ of Messrs. Jardine Matheson for something like twenty-three years, serving on various vessels of their extensive fleet. He was a general favourite and a capable and trustworthy officer. Deep sympathy will be felt with his widow in her sudden and tragic bereavement.

Dr. Helen A. Boyle.—The failure to make life interesting practically anywhere in the world is the worst accusation that can be brought against any system of education.

## YACHTING.

## ROYAL HONGKONG YACHT CLUB.

On Saturday races were sailed by yachts of the handicap and one design classes for cups presented by Hon. Mr. Henry Kewick, Commodore of the Club. The weather, which for some days had been unsettled, was somewhat uninviting when the race started. A strong easterly wind, with nasty squalls and threatening rain, were its principal features, and it was evident that the qualities of the boats and their gear, as well as the capabilities of their helmsmen, were going to be well tested. The course was Stonecutters' Island (port), North Fairway buoy (port), and home. A fairly even start was made before the wind and the run down required very careful steering when Stonecutters' Island was cleared, and sails trimmed for the reach to the north fairway buoy. Dione, Iris, Colleen, Kolla, and Kathleen were close together with Ayasha, Ada, and Dorothea bringing up the rear. The beat up the harbour was a strenuous one, the squalls increasing in force and frequency as the boats made their way eastward. Off Tsai-tsa-tai the Ada, sporting her large jib, could not face the music and retired to her moorings. The Dorothea did the same, and the Iris, which appeared to fall away in the rough water, also gave up. The contest was thus left to Dione, Kathleen, Colleen, Kolla, Ayasha, Dione elected to keep near the Kowloon shore and lost ground by so doing. She however finished first. The Kathleen carried away her jib halyards when off the Oil Company's pier. Notwithstanding this the race between her and Colleen was most exciting. When approaching the finishing line Kathleen was leading by a short distance, but Colleen caught her up and passed her just as the gun fired.

There was only one second between them. Colleen thus won the cup, after a well sailed race.

For the one-design class the course was Trocas Rock buoy (port), north fairway buoy (port), and the boats again proved that although they are somewhat wet in a heavy sea they are good sea boats, and made good time in the long beat back over the foul tide. Halcyon and Ailsa were away first, with Alannah close behind, and on the run and reach to Trocas Rock buoy they kept close together, Halcyon leading by little more than a length. At the fairway buoy the order was the same, but Alannah had fallen back a little. After rounding the buoy the three stood over to Stonecutters, and it was soon evident that Halcyon was better balanced with her single reef, the others having two, and was able to point higher. Alannah, however, was sailing faster, and off Kowloon Point she was level with Halcyon, although under her lee. Ailsa meantime had fallen away to leeward and was out of it. One long log from Stonecutters brought the leaders over to the Hongkong ashore, near Ah King's, and by keeping closer in out of the tide and in the smoother water Halcyon went ahead, eventually winning by over two minutes. Bonito and Daphne also started, but the former was over the line too soon, and did not recross properly, so that she could not have won anyhow, whilst the latter, carrying a whole mainsail, gave up soon after the start.

After the races, the prizes, a handsome silver cup in each class, were presented by the Commodore, Hon. Mr. H. Kewick, who received three hearty cheers at the close of the ceremony.

## WISDOM WHILE YOU WAIT.

Mme. Louise Barnolt.—A singer is only as great as his hearers think he is.

Mr. R. Catterton Smith.—It takes a very clever man to make a profit out of good art.

Mr. Cecil Sharp.—Our pastimes of to-day have produced a slouching gait; and the majority of young people have lost all sense of beauty in their bearing.

Mrs. Penny.—As prevention is better than cure, the scavenger, by cleaning our streets of poisonous rubbish, plays a really important part in society.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

## ITS HISTORY OF STEADY ENDEAVOUR RELATED BY HON. MR. E. A. HEWETT.

The first thought that strikes the reader of the Hon. Mr. E. A. Hewett's brief, terse, but graphic history of the Hongkong General Chamber of Commerce, just published, is: "What would the Colony have done without that body? It is a history of fifty years of steady, public-spirited and commonsense endeavour in the interests of our trade, and not only our trade, but foreign trade and influence in all parts of China; a history of unwavering opposition to the laissez faire attitude of British officials, against the supineness and ignorance of the home authorities and against the retrogressive and obstructive policy of Chinese mandarins. To the Chamber belongs the credit for almost every progressive change in the life of Hongkong from the year 1861, when it was founded, to the present day. Its history proves it to have been an unrelenting foe to indifference in official circles, whether here, at Peking or in Downing street, and too much credit cannot be given it for the way in which, by letters, petitions, and public pronouncements, it has upheld the name of the Colony, vividly explained its situation, and ameliorated its life."

Short as Mr. Hewett's "History" is, it is too long for detailed mention in these columns, but a short account of the activities of the Chamber during the fifty years of its existence will serve to show how inestimably valuable it has been to Hongkong.

As early as 1862 the Chamber discussed the currency question, and two years later the establishment of a mint. From time to time until the present day the same question has been discussed, but it was in 1878 that the first resolution proposing the re-establishment of a mint—the first mint had been sold to the Japanese—was duly carried. The Government however unfortunately did not adopt the proposal and what, as we now know, would have proved a very profitable undertaking and a great boon to trade was thus lost to the Colony. At this meeting it was stated that the mint was closed by Sir Richard Macdonnell "in diametrical opposition to the wishes of the Banks and Merchants of Hongkong," and that it was closed "by an error of judgment."

At the annual meeting in Feb. 1880 the Chairman referred to the necessity in the interest of shipping for removing the Woosung Bar at the entrance of the Shanghai river—a question which even now is not quite satisfactorily disposed of.

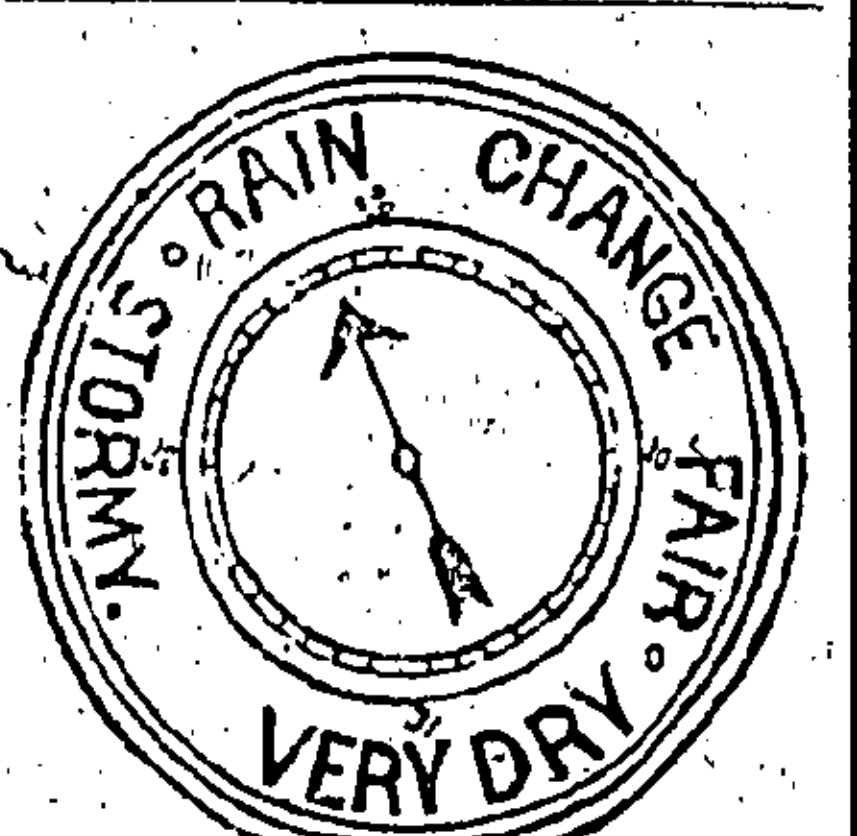
The annual meeting held on March 14, 1883, was memorable for the very able speech made by the Chairman (The Hon. Mr. F. B. Johnson) in which he pointed out the weak position held by the present unofficial members of the Legislative Council, who being nominated by the Governor represented no one in particular. He urged the necessity for representative members being on the Council. He also gave a forecast of the needs, in coming years, of the Colony, among other matters urging the reclamation of the whole sea-frontage of the city of Victoria so that inter alia a suitable tram service could be maintained.

Severe criticisms were passed on the administration of the late Governor (Sir J. P. Hennessy) and reference was made to the very misleading speech recently made by him at Nottingham, a speech which the Chamber of Commerce in the interests of the Colony felt forced to reply to, in order to remove the erroneous impressions which such a speech, coming from such a source, must create in the minds of the people at home.

On January 2, 1884, a special meeting was held to elect a member of the Chamber as their representative on the Legislative Council, Her Majesty having on the recommendation of the Governor (Sir George Bowen) been pleased to grant this privilege to the Chamber of Commerce. The only name submitted to the meeting was that of Mr. Jackson (now Sir Thomas Jackson, Bart.) who thus became the first representative of the Chamber on the Legislative Council.

Harbour dues, the lighting of the harbour, the opening of the West River, the establishment of a quarantine station, the abolition of the system of allowing subsidized mail steamers, the status of men-of-war when in harbour, the old blockade of the port, the Government survey of the China coast, economy in the administration of the Colony, and the abandonment of the proposed convention between the Chinese Government and the Eastern Telegraph Co., which it was felt would greatly increase the telegraph rates, were among some of the activities of the Chamber down to the year 1890. Conspicuous in all its work was the absolute determination to oppose a work-kneed policy here, at home, or at Peking, and, as we hope to show in a future article on this most interesting little book, that determination has not lessened with the honourable years that have passed over the Chamber's head.

## The Weather Forecast.



## Forecast District.

- 1.—Hongkong and Neighbourhood, S. to E. winds, fresh; squally, some rain.
- 2.—Formosa Channel, N.E. winds, fresh.
- 3.—South coast of China between Hongkong and Lamma, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Mrs. Jack (formerly of W. Powell & Co.) leaves by the s.s. Carmarthenshire for England.

## Today's Advertisements.

## TO LET.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.

NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rental.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD.

Hongkong, 15th Mar., 1911. [968]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

## FROM EUROPE, COLOMBO AND STRAITS.

## THE Company's Steamship

## "KAMO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at a place at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 21st March will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 14th Mar., 1911. [5]

## OLOUET CHAMPAGNE

## EXTRA DRY.

21 pints at \$22.50.

FRENCH STORE,

6 Queen's Road.

Hongkong, 15th Mar., 1911. [47]

## To-day's Advertisements.

## Theatre Royal.

## For Two Nights only.

## HENRY DALLAS

## presents.

## "THE FOLLIES"

(by arrangement with H. G. Polissier, Esq.) from

The Apollo Theatre, London.

TO-NIGHT, Mar. 15th,

The Burlesque of "A Voice Trial."

THURSDAY, Mar. 16th,

The Last Night of the Season.

"Hamlet"

with H. G. Polissier's apologies to

W. Shakespeare, Esq.

Plans at MOUTRIE & Co.

Hongkong, 15th Mar., 1911. [950]

## FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

## THE P. &amp; O. S. N. Co.'s Steamship

## "BORNEO,"

Captain W. H. S. Hall, will leave for the above places TO-MORROW, the 16th March, at daylight.

For Freight or Passage, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 15th Mar., 1911. [4]

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

## Mail Service to Australia.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Aldenhams	Mar. 24.	April 6th, at Noon
Empire	April 7.	April 20th, at Noon
St. Albans	May 6.	May 27th, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

[967]

## The Ship of the Desert

is no less famous than

Bouton Rouge

and

Felucca

EGYPTIAN CIGARETTES

the two Perfect Brands made by Messrs. Mascero Freres in Cairo.

Consignees know that Egyptian Cigarettes are the purest, most fragrant and most delicious in the world, and that they must be made in Egypt, where climate and soil are so favourable to their perfection.

Sole Agents:

British American Tobacco Co., Ltd.

Hong Kong.

[967]

## The "Boar's Head"

## Brand of Guinness' Stout

is the best and the most popular on the Market.

Used by Naval, Military and Civil Hospitals.

Sole Agents:

H. PRICE & CO., LTD.

12, Queen's Road Central, Hongkong.

Hongkong, 9th March, 1911.



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPRESS OF CHINA" Saturday, April 8th.	"EMPRESS OF IRELAND" Friday, May 5th.
"MONTEAGLE" Tuesday, April 18th.	
"EMPRESS OF INDIA" Saturday, April 22nd.	"ALLAN LINE" Friday, May 26th.
"EMPRESS OF JAPAN" Saturday, May 20th.	"EMPRESS OF BRITAIN" Friday, June 16th.
"EMPRESS OF CHINA" Saturday, June 10th.	"ALLAN LINE" Friday, July 7th.
"MONTEAGLE" Wednesday, June 23rd.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 11,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line direct from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants, Officers in Asia, and to European Officials in the service of the Governments of China, Japan, and their families.

Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, Map, Guide Book, Rates of Passage and Freight, apply to—  
D. W. CRADDOCK, General Traffic Agent,  
Corner Paddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI & SWATOW, WING SANG	Friday, 17th Mar., Noon.	
SHANGHAI & WATUNG	Saturday, 18th Mar., Noon.	
MANILA & YUEN SANG	Saturday, 18th Mar., 2 p.m.	
SINGAPORE & HOPE SANG	Saturday, 18th Mar., 4 p.m.	
SHANGHAI, Kobe & Mutsu, FUKUOKA	Monday, 20th Mar., Noon.	
SINGAPORE, PENANG & KUTSAING	Wednesday, 22nd Mar., Noon.	
AND CALCUTTA		

## RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Kutsang," "Namsang," and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Mutsu to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Noyehwang.

† Taking Cargo on Through Bills of Lading to Kuddi, Lahad Datu, Simpema, Tawao, Umkay, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHEWSON & CO., LTD.  
Telephone No. 216.  
Hongkong, 14th March, 1911.

THE  
BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR  
VAN COUVER and SEATTLE via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"HALLAMSHIRE" (Chartered)	5,000	G. Elliot	6th April

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Kooling if sufficient instrument offers.

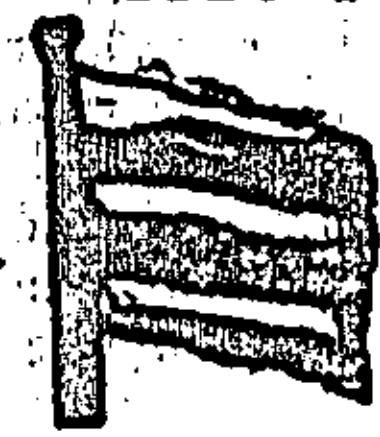
The Steamers of this Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made for Exports to America and Canadian Ports.

For Rate of Freight or Passage apply to—  
THE BANK LINE, LIMITED,  
KING'S BUILDING, Praya Central.  
Telephone No. 780.  
Hongkong, 16th February, 1911.

## Shipping—Steamers.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION

DESTINATION.	STEAMERS.	SAILING DATE, 1911
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KANAGAWA MARU, Capt. O. H. Butler, T. 7,000 HIRANO MARU, Capt. H. Finner, Tons 9,000 TANGO MARU, Capt. K. Kawara, Tons 8,000	THURSDAY, 23rd March. WEDNESDAY, 23th Mar., at Daylight. WEDNESDAY, 12th April, at Daylight.
VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. B. Kim, Tons 7,000	SATURDAY, 25th Mar., for KOBE
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	I-ABA MARU, Capt. K. Kawara, Tons 7,000 TAMBA MARU, Capt. K. Sato, Tons 7,000	TUESDAY, 28th Mar., at Noon. TUESDAY, 26th April, at Noon.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, Townsville and Brisbane.	YAWATA MARU, Capt. J. Nagao, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 17th Mar., at Noon. FRIDAY, 11th April, at Noon.
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SHANGHAI, MOJI & KOBE	HINGO MARU, Capt. S. J. G. Pearson, Tons 7,000	WEDNESDAY, 22nd March.
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NAGASAKI, KOBÉ and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6,000	WEDNESDAY, 12th April, at 1 o'clock.
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KOBÉ and YOKOHAMA	KAMO MARU, Capt. F. L. Sumner, Tons 9,000	THURSDAY, 16th Mar., at Daylight.
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BOMBAY, SINGAPORE and COLOMBO	HARATA MARU, Capt. A. Nishio, Tons 7,000	TUESDAY, 21st March.
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† Fitted with new system of wireless telegraphy. † Gargo only.  
\* Carries deck passengers. † Omitting Peking.

## PASSENGER SEASON 1911

—SAILINGS AND PASSAGE RATES FROM HONGKONG

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE
Hirano Maru	9,000	20th March	To Marseilles and London via Suez Canal.
Tango	8,000	12th April	To London, per New Steamer
Kamo	9,000	26th "	1st class Single... £650 2nd class Single... 325 Return... 640
Aki	7,000	10th May	Old Str. 1st class Single 500 Return 750
Mishima	9,000	24th "	2nd class Single 340 Return 495

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
Inaba	7,000	23th March	To Pacific Coast Common Points
Tamba	7,000	25th April	1st class Single... £30 2nd " " £21
Awa	7,000	23rd May	To London via New York
			1st class Single... £60 via St. Lawrence 1st class Single... £50

With option of rail between calling ports in Japan.  
Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.  
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to  
T. KUSUMOTO,  
Manager.

CHINA NAVIGATION  
CO. LTD.

For	STEAMERS.	To Sail.
SHANGHAI & NEWCHANG	"ANHUI".....16th Mar., 4 p.m.	
SHANGHAI & NEWCHANG	"SHANSI".....17th " 4 p.m.	
SHANGHAI & NEWCHANG	"CHENAN".....18th " M'night.	
TIENTSIN	"KUEICHOW".....20th " 4 p.m.	
MANILA, CEBU & ILOILO	"TEAN".....21st " 4 p.m.	
HAIPHONG	"SINGAN".....22nd " 4 p.m.	
SHANGHAI	"LINAN".....23rd " 4 p.m.	
SHANGHAI	"CHINHUA".....25th " M'night.	
MANILA, CEBU & ILOILO	"KAIFONG".....28th " 4 p.m.	
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIYUAN".....10th April, 4 p.m.	

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

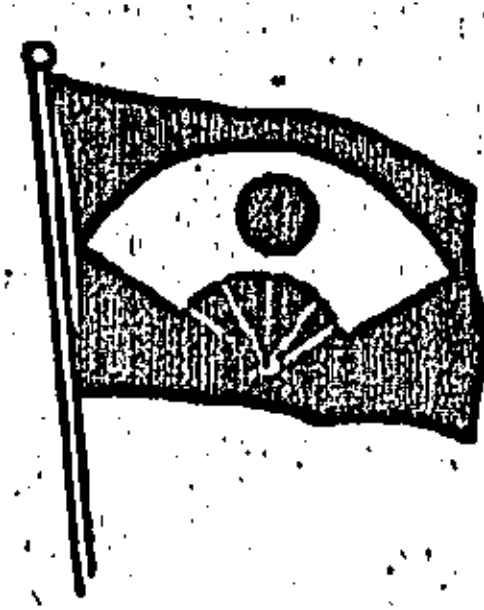
MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.  
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Jinan, Chinkua) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 1 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
Fares:—\$45 single, \$80 return.  
For Freight or Passage apply to  
BUTTERFIELD & SWIRE.  
Telephone No. 15.  
Hongkong, 15th March, 1911.

## Shipping—Steamers.

TOYO KISEN  
KAISHAIMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINE.

## SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Nippon Maru	11,000	H. S. Smith	Friday, March 17, 1 p.m.
Chiyo Maru	21,000	W. W. Green	Friday, April 11, 1 p.m.
America Maru	11,000	A. G. Stead	Friday, May 5, 1 p.m.
Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 17th March, at 1 p.m.

## SO TH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANZANILLO.)  
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Buyo Maru	10,500	K. Hashimoto	Wednesday, April 19, 1 p.m.
Hongkong Maru	11,000	H. Hino	Saturday, June 17, 1 p.m.
Kiyo Maru	17,300	H. Nishi	Tuesday, Aug. 15, 1 p.m.

The Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, TALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 p.m.

FARES FROM HONGKONG.  
To SAN FRANCISCO ..... £ 45-0-0, Single  
" NEW YORK ..... £ 60-0-0, "  
" LONDON ..... £ 71-10-0, "  
" ..... £ 120-0-0, Return 6 Months  
" ..... £ 125-0-0, " 21 "

"SALINA CRUZ" or "MANZANILLO" Yen. 420.00, Single  
"VALPARAISO" Yen. 570.00,  
SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.  
(These concessions apply to San Francisco Line Only.)  
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21 1/2 knots.  
Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, Local Manager.  
KING'S BUILDING (Opposite Blake Pier).

## HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES

To

Marseilles, Havre, Antwerp, Rotterdam, Bremen, Hamburg and New York.

Taking cargo at Through rates to all European Northern Continental Ports, London, Liverpool, Glasgow, etc., Trieste, Naples, Genoa, Ports in the Levant, Black Sea, Baltic, American and African Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe &amp; Yokohama:

Senagambia ..... 21st March  
Seydis ..... 7th April  
Bayern ..... 23rd April  
Frankfurt ..... 6th May  
Scania ..... 19th May  
Slavonia ..... 4th June

For Further Particulars, apply to—

Hamburg-Amerika Linie,  
Hongkong Office.

Hongkong, 15th March, 1911.

[966]

HONGKONG—  
PHILIPPINES.

PHILIPPINES

STEAMSHIP CO.

Steamship.

Tons.

Captain.

For.

Sailing Date.

ZAFIRO... 4000 M. C. Smith

RUBI ..... 4000 S. Crosby

MANILA, CEBU &amp; ILOILO

MONDAY, 20th Mar., 4 p.m.

THURSDAY, 30th Mar., 4 p.m.

For Freight or Passage apply to—

SHEWAN, TOMES &amp; CO.

GENERAL MANAGERS.

Hongkong, 11th March, 1911.

[14]

## Shipping—Steamer.

FOR SHANGHAI.

THE P. &amp; O. S. N. Co.'s Steamer

"DEVANHA,"

Captain H. Powell, expected to arrive on or about 6 a.m., 16th March, 1911, will leave for the above port at daylight, on the 17th March, 1911, after her arrival with the next English Mail.

For Freight or Passage, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 14th Mar., 1911.

[4]

The Peninsular & Oriental  
Steam Navigation  
Company.STEAM FOR STRAITS, CEY-  
LON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITER-  
RANEAN PORTS,  
PLYMOUTH AND LONDON.Through Bills of Lading issued  
for BATAVIA, CENTRAL  
AND AMERICAN PORTS.

THE Steamship

"MARMORA,"

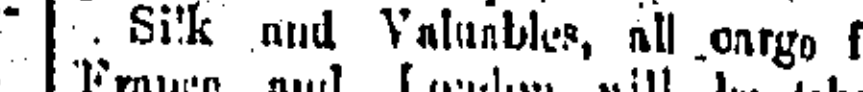
Captain G. H. C. Weston, R.N., carrying this Maestry's mails, will be despatched from this for London direct, via Bombay, on SATURDAY, the 18th March, 1911, at Noon, taking passengers for the above ports.

Silk and Valuables, all cargo for France and London will be taken direct by this mail steamer, without trans-shipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 6th Mar., 1911.

[4]

Hongkong to Boston and  
New York.

AMERICAN-ASIATIC S.S. CO.

FOR BOSTON, NEW YORK via

PORTS &amp; SUEZ CANAL

(With liberty to call at the Malabar Coast).

S.S. "LOWTHER CASTLE"

on SATURDAY, 18th March, 1911.

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO.

General Agents.

Hongkong, 10th Mar., 1911.

[941]

EASTERN and AUSTRALIAN  
STEAMSHIP COMPANY,  
LIMITED.

FOR SYDNEY &amp; MELBOURNE

(Call at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship

"ALDENHAM,"

Captain Pilcher, will be despatched as above on WEDNESDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 10th Mar., 1911.

[964]

Regular Steamship Service  
to New York,

via PORT and SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:

FOR BOSTON AND NEW YORK.

S.S. "CHAZER".....About 7th April

For Freight and further information, apply to

DODWELL &amp; CO., LTD.,

Agents.

Hongkong, 14th Mar., 1911.

[966]



## THE TOYO KISEN KAISHA.

In reference to the prospects of the Toyo Kisen Kaisha, the "Hochi" notes that the company's dividend to shareholders will in future be greatly affected by the amount set aside every year for depreciation of the company's fleet, and also by the amount to be set aside to make up the depreciation reserve which has been in arrears for the past five business periods of the company. Our contemporary notes that the net profit made by the company for one year has not once exceeded ¥1,000,000 since its establishment. The business of the company for the last half year—the second half of 1910—was exceptionally prosperous, and the net profit for the period amounted to ¥600,000. This exceptionally successful result cannot be taken as the standard of profits for deep-sea navigation business, which is constantly changing. Even supposing that the company will be always able to make the same good profits as for last half-year, amounting to ¥1,200,000 a year, when ¥880,000 is set aside yearly for reserve for depreciation, in accordance with the Articles of the company, and ¥60,000 for the legal reserve, the balance left out of the profit will be ¥260,000. If the amount to be added to the reserve for depreciation of vessels were not in arrears, the balance of profit left would be available for dividend on the preferential shares (new shares). The reserve for the depreciation of vessels in arrears, however, amounts to ¥2,080,000, and if ¥260,000, the annual profit after providing for reserves, is used to make up the reserve in arrears, it will take eight years to get clear. During this time not a penny could be paid in dividends, either on the new or old shares. Upon the expiry of this eight years, however, a dividend of 10 per cent could be paid for the preferential shares, on which ¥2,000,000 is now paid-up, but this rate would be 2 per cent less than promised. This being so, there is no chance of the old shares receiving any dividend before a remarkable increase is made in the business and profits of the company.

The company's steamer "Shun-yo-maru" first launched at Nagasaki will be placed on the service in August or September next, when the financial position of the company will be rendered still less favourable. The new steamer will bring in more navigation subsidy and an additional revenue from freight, but at the same time about ¥200,000 must be added yearly to the reserve for depreciation in the value of this steamer, which cost between ¥3,500,000 and ¥4,000,000, and for the settlement of the price of this steamer the ¥3,000,000 remaining unpaid on the new shares must be called up, as no more debentures can be issued, debentures being already issued to the total amount of the capital. When the balance unpaid on the new shares is called up, another ¥100,000 will be required for preference dividends. Thus the completion of the "Shun-yo-maru" will add to the expenditure of the company, and cannot bring in additional profit sufficient to leave a balance for dividend on the old shares. The troubles of the company, concludes the "Hochi," are deeply rooted, and an improvement is out of the question until the board of directors has effected some sweeping reforms.

## COLLISION AT MOJI.

We learn from a Shimonosaki dispatch that the steamer "Shun-sho," 1,540 tons, owned by a Korean at Genan, whilst leaving Moji on the morning of the 4th instant with a cargo of coal, got out of control and was carried by the current against the bows of the British steamer "Bendoran," which was lying at anchor. One of the "Shun-sho's" masts broke and fell on to the Captain's cabin, while the vessel had a large hole 4 feet by 2 feet stove in the side, and had to be beached to prevent her from sinking. About 3 feet of the bow of the "Bendoran" was stove in, but the vessel made no water.

## FESTIVAL OF EMPIRE.

Their Majesties King George and Queen Mary have intimated their intention of being present on May 12 at the great Empire Concert which is to be held in connection with the Festival of Empire at the Crystal Palace.

Arrangements have now been concluded for the holding of a series of grand Empire carnivals. The City of London Corporation has voted £200 for the construction of a car symbolic of the life of the capital of the Empire, while a number of other cities in Great Britain are sending cars. There will also be emblematical cars for each of the Overseas Dominions, and others to represent great industries. In all there will be fifty huge cars.

During the coronation period there will be a carnival parade from Hyde Park to the Crystal Palace and this, both in size and beauty, will surpass anything ever attempted in Europe. Of the many ambitious spectacles the six chief ones will be: The wheat fields of Canada, the tea plantations of India, the vineyards of Australia, the geysers of New Zealand, and the gold and diamond mines of South Africa.

The interesting exhibits in the various government buildings will include, thirty tableaux. The "Romance of Empire." These will graphically and truthfully illustrate what British settlers had to contend with in the early days, and how the history of the overseas dominions has been made.

The Duke of Marlborough is sending from Blenheim Palace a priceless gallery of paintings which deal with the history of the Empire and portraits of men who have helped to make that history. The photographic clubs of Great Britain and the overseas dominions will hold a competition; while the section devoted to photography will be unique.

## LAWN TENNIS.

## HONGKONG CRICKET CLUB TOURNAMENT.

Two other games were played yesterday in the second round of the Haikwan cup competition and resulted as follows:—

Major Stubbins-Palmer and Captain Crawford beat Col. Stacpole and Captain Addison, 6-2; 6-0.

R. F. C. Master and M. Reader Harris beat R. F. Saunders and T. Hase, 6-2; 6-8; 6-1.

Event "B" Single Handicap "A" class.

The first two games in the first round of this class were played yesterday, and the results are:—

Dr. G. E. Aubrey beat C. Willson, 6-0; 6-2.

S. E. Green beat C. H. Rose, 4-6; 6-3; 6-3.

"B" Event Single Handicap "B" class.

One more game was played in this class.

A. P. F. Bouquette (owes 15) beat H. R. Wells (reces. 3/6; 5-7; 6-4; 6-1).

Event "D" Professional Pairs.

The game played yesterday in this event resulted as under:—

Captains Brierley and Crawford (Army) beat Messrs. H. Eggers and W. A. Zedolius (merchants), 6-2; 6-0.

## A NON-TREATY PORT.

## PROTEST AGAINST FOREIGNERS AT KUNG YAK.

(THE "TELEGRAPH" CORRESPONDENT.) Canton, March 14.

The commercial community and the people of Sun-nung district have petitioned the Canton Viceroy against the opening of Kung Yak, which is not a treaty port, to foreign trade, as has been done by certain merchants, who have induced steamers flying foreign flags to ply between Macao and Kung Yak.

The petitioners are afraid that the running of foreign steamers into a non-treaty port will be followed by the smuggling of arms and ammunition into the interior, besides other merchandise taxable by the Customs.

The petition is now under the consideration of His Excellency the Viceroy.

Bubonic plague has broken out at Spokane, Washington. Sixteen persons have been attacked by the disease and three have died.

## Entertainment

## THE BIJOU SCENIC THEATRE.

(FLOWER STREET.)

Miss May Maxwell ..... BALLADIST  
Miss Grace Vyeene ..... SERIO and DANCER  
Miss Vera Ferrace ..... COMEDienne  
Mr. Bob Stephenson ..... HUMORIST

## THE BIOMARA.

Hongkong, 9th March, 1911.

[737]

## Intimations.

## REASONS WHY

YOU SHOULD SEE US FOR YOUR OPTICAL NEEDS.

Our Experience extends over a period of fifteen years of successful business.

We Spare No Expense in equipping our offices with the latest and best appliances for measuring eye defects or turning out perfect lenses.

You Owe It to Your Eyes to visit the place that is prepared and equipped to do the best grade of work. Our optical parlours are the best in South China.

Lenses are Ground and Polished on the premises. Call and see our machinery in operation.

Philippine  
Offices  
76, Escholtz,  
MANILA.  
**CLARK & CO.**  
SCIENTIFIC OPTICIANS  
HOTEL MANSIONS  
HONGKONG

## WEISMANN, LIMITED.

## BAKERS

## CONFECTIONERS

## CATERERS

## RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 6th March, 1911.

[497]

## FOR SALE.

## VEGETABLE and FLOWER SEEDS

## GARDEN FERTILISERS

Books on Gardening, &amp;c.

## Used Postage Stamps

In Single Sets, Packets and Bags.

All Philatelic Goods.

## VIEW POSTCARDS.

Manila Cigars &amp; Cigarettes.

Inspection invited.

GRACA &amp; CO.

Hongkong Hotel Building.

Hongkong, 5th March, 1911.

[874]

## JUST UNPACKED

A New Consignment of

## ARTIFICIAL WREATHS

in

## PATENT DOME CASES.

Simple, Strong, and Effective.

All Sizes—MODERATE PRICES.

## C. E. Warren &amp; Co.

30 &amp; 32, Des Vœux Road,

Central.

Hongkong, 5th March, 1911.

[874]

SHIPBUILDERS, SALVORS AND REPAIRERS.—BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK. 75 ft. by 8 ft. by 8 ft. 6 in. Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS. Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS: BUTTERFIELD & SWIRE, HONGKONG, CHINA & JAPAN.

## Entertainments

## "THE EMPIRE"

CINEMATOGRAF THEATRE.

Des Vœux Road Central.

(Opposite the Central Market).

## THE GRAND DRAMATIC

## HISTORIC PICTURE

THE FEAST OF BALTHAZAR.

## The Donnelly's Big Novelty

AND

## The Clover Dancers.

DENIS CARNEY—GREAT

COMEDIAN.

Hongkong, 15th Mar., 1911. [852]

## VICTORIA SKATING

## RINK.

(close to Empire Cinematograph)

DES VŒUX ROAD CENTRAL.

## 5-SESSIONS DAILY.

## POPULAR PRICES.

Hongkong, 1st Mar., 1911. [890]

## GREEN ISLAND CEMENT

## COMPANY, LIMITED.

## PORTLAND CEMENT.

In Cans of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES &amp; CO.

General Managers.

Hongkong, 16th Aug., 1910. [834]

## THE BRITISH FOREIGN

## IMPORT &amp; EXPORT COMPANY,

Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

[495]

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO.

## 司公隆廣李

## CABINET-MAKERS AND ART

## DECORATORS.

from Shanghai, has re-opened the

## FURNITURE STORE

at

No. 59, Des Vœux Road Central.

The only Shop in Hongkong with

this name.

## WHERE HIGH-CLASS

## FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson &amp; Co., Firm, and other leading

Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &amp;c., supplied.

Messrs. A. S. Watson &amp; Co., Ltd.

write as follows:—

"We have pleasure in stating that

Mr. LI KWONG LOONG

furnished the Animals to our

Dispensary and gave us every

satisfaction."

(Sd.) A. S. WATSON &amp; Co.

13th May, 1891.

ORDERS punctually attended to

and CHARGES most moderate.

## AV INSPECTION INVITED.

Hong'g. 4th August, 1908.

## DOUGLAS STEAMSHIP CO., LD.

## Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCOW AND RETURN.

(Occupying 9 to 10 days.)

STRAMSHIP. CAPTAIN. LEAVING. Haiching. Capt. W. C. Powney. FRIDAY, 17th March, at 11 a.m.

Haikyang. Capt. A. E. Hodgins. TUESDAY, 21st March, at 11 a.m.

## FOR SWATOW AND RETURN. (Occupying 3 Days.)

Haimun. Capt. A. H. Stewart. SUNDAY, 19th Mar., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co., General Managers.

[957]

## FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Australia.)

## THE Steamship

## "LIGHTNING."

Captain E. P. Smith, will be despatched for the above ports on SATURDAY, the 18th inst., at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 13th Mar., 1911. [964]

## Intimations.

## OXFORD LOCAL EXAMINATIONS.

## ENTRIES for the JULY EXAMINATION will be received by the undersigned up to WEDNESDAY, THE 15TH INST., at Noon.

E. RALPHS, Hon. Local Secretary.

Hongkong, 8th Mar., 1911. [945]

## A L'ING &amp; CO.

## FURNITURE AND PHOTO SUPPLIES.

## DEVELOPING, PRINTING &amp; ENLARGING.

19, Queen's Road. [863]

## MAN CHEONG,

10, WELLINGTON STREET CENTRAL, HONGKONG.

## SWATOW DRAWING WORK.

Gentlemen and Ladies' TAILORS & OUTFITTERS.

Embroidery, Pongee Silk, Glass Cloth Canton Silk and Lace, &c., &c.

Hongkong, 23rd January, 1911. 88g

## 'PHONE 482.

## HONGKONG MOTOR GARAGE.

## Try Our

## 40 H.P. CLEMENT CAR

6 SEATS

\$8 ... .. An hour

## 24 H.P. RAMBLER CAR

4 SEATS

\$7 ... .. An hour

## 12 H.P. RED CAR

3 SEATS

\$5 ... .. An hour

We Repair

## CYCLES,

## TYPEWRITERS,

## MOTORS,

AT

REASONABLE PRICES.

## DRAGON CYCLE DEPOT

63, Des Vœux Road Central. [46]

Hongkong, 13th Mar., 1911. [960]

## Consignees.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "LUETZOW,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of March, at 9.30 a.m.

All claims must reach us before the 20th of March, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THE STRAITS BRUNN CARCO, Ex.s.s. "Orion" from Venice.

"Konig" from Mombassa.

## NORDDEUTSCHER LLOYD, BREMEN.

General Agents, MELBOURNE & CO.,

Hongkong, 10th Mar., 1911. [7]

## NOTICE TO CONSIGNEES.

## FROM EUROPE.

## THE "Hansa" Steamship

## "RHEINFELS,"

Captain Kello, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optimal Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 16th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:

Ex.s.s. "Michel" from Bordeaux.

"Goteborg" from Goteborg.

"Carl" from Stettin.

"Jarl" from Ahus.

## HAMBURG-AMERIKA LINE.

HONGKONG OFFICE.

Hong'g. 10th Mar., 1911. [955]

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship



